

Mountain Empire



SR 94 facing South to SR 188,
Potrero and Tecate



Buckman Springs Road,
Campo/Lake Morena



SR 94, Boulevard

Overview

The Mountain Empire Subregion consists of five represented communities: Tecate, Potrero, Campo/Lake Morena, Boulevard and Jacumba. These communities are served regionally by State Route 94 and Old Highway 80, which primarily traverse the sub-region in an east-west alignment. Interstate 8 also serves the area regionally, and is located north of most development that exists today.

Because land use densities were dramatically decreased throughout the Mountain Empire Sub-region, there is no longer a need to build roads to their existing CE classification. Staff is recommending downgrading all four-lane roads to two-lane classifications, as well as downgrading some CE roads to local public or fire access roads. Eliminating unnecessary road construction will minimize future public and private costs while accommodating future traffic volumes.

Substantial land use reductions in Tecate are also proposed. Landowners who represent Tecate want commercial and industrial lands developed in Tecate, USA in response to potential commercial/industrial demands associated with Tecate, Mexico. Unfortunately, the land use patterns proposed for Tecate produce high levels of traffic congestion on State Route 94. In order to avoid the high costs to widen State Route 94, staff is proposing land use modifications that allow the County to retain State Route 94 as a two-lane road.

Planning or Sponsor Group Preferences

All community advisory groups within the Mountain Empire Sub-region, with the exception of the Tecate Sponsor Group, agree with staff proposals for road network and land use solutions within their communities. Community representatives primarily want to retain the rural character of their communities by retaining the existing network of two-lane roads. The Tecate Sponsor Group did not participate in the road network planning portion of the GP2020 update.

Key Issues*Community Character*

- Maintain the rural character of the Backcountry by utilizing 2-lane road classifications that include features such as reduced shoulders and implement low impact design measures such as depressed medians.

Fire Access Roads

- Some communities have classified existing roads and unbuilt CE roads as fire access routes. These roads include Cameron Truck Trail, La Posta Truck Trail, North Campo Truck Trail in Campo/Lake Morena and SC590 and Ribbonwood /McCain Valley roads in Boulevard.

Financial and Environmental Cost

- The proposed network recommends downgrading Highway 94 to a 2-lane classification because of the financial and environmental impacts associated with widening this road. The Rural Highway 94 Corridor Study estimated the preliminary cost of 4-lane highway; it identified preliminary construction cost for 25 miles of State Route 94 from State Route 188 eastbound to Buckman Springs Interchange to be \$300 to \$400 million. The study identified the alignment of State Route 94 as a sensitive corridor, and concluded any major improvements would result in significant environmental impacts.

Casino Traffic

- The recommended network includes operational improvements to Old Highway 80 to accommodate casino traffic. An intermittent turn lane is designated near the Golden Acorn Casino, and a Light Collector with Improvement Options is designated on the eastern segment of Old highway 80 to allow maximum flexibility for road improvements. The Boulevard Planning Group concurred with these designations.

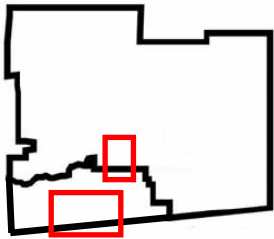
Board Alternative Map Network

The Board Alternative Map contains additional commercial and industrial lands that generate substantially higher traffic volumes on State Route 188 and State Route 94. Land use modifications were not made to the Board Alternative Map. The Board Alternative Network upgrades State Route 188 to a 6-lane prime arterial to accommodate the 16,000 additional trips generated in Tecate. The Board Alternative Network maintains State Route 94 as a 4-lane highway to accommodate 7,000 additional trips associated with greater amounts of commercial and industrial land planned in Tecate, and to a lesser extent, Potrero.

Proposed Land Use Modifications
(Draft Land Use Map)

In an effort to minimize traffic impacts on State Route 94, staff recommends substantial reductions to the commercial and industrial land use in Tecate and minor land use changes in Potrero.

- Tecate – Substantial reductions to commercial and industrial use on the June 2005 Draft Land Use were needed to bring State Route 94 to an acceptable level of service. The proposed land use modifications maintain a General Commercial designation on properties with an existing commercial use near the International Port of Entry. However, a less intensive Rural Commercial designation was applied to approximately 20 acres of undeveloped land along State Route 188. Medium Impact Industrial designations were also scaled back to semi-rural residential, or to a less intensive industrial designation because they generate fewer trips. The proposed land use map produces 7000 fewer trips westbound on State Route 94, improving the level of service from F to an acceptable level of service. The proposed land use map also produces 16,000 fewer trips on State Route 188, improving its level of service from F to an acceptable level of service. The Tecate Sponsor Group has challenged the validity of traffic modeling assumptions at the international border. However, the Sponsor Group has not submitted documentation that justifies changing SANDAG modeling assumptions for the international border with Mexico. The county will continue to work with the Tecate Sponsor Group on these issues until a road network is endorsed by the Board, so that traffic analyses can be conducted for the Environmental Impact Report.
- The Potrero Planning Group agreed to reduce rural commercial land along Potrero Valley Road from 60 to 40 acres because initial test results showed a failing level of service along State Route 94, some of which was attributed to commercial use in Potrero.



Also see summary table on next page

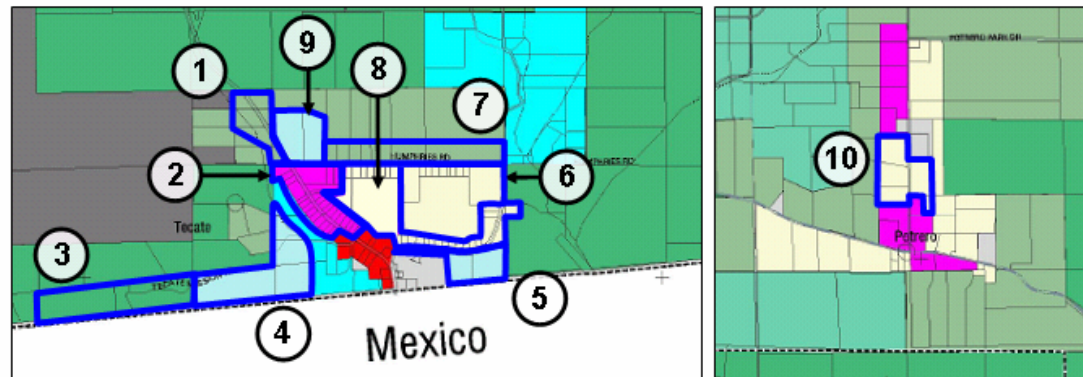


Table of Proposed Land Use Designation Changes

Area #	Acres	Existing General Plan	June 2005 Draft Land Use Map and Board Alternative Map	Staff Recommendation	Sponsor Group Recommendation
1	15	(15) Limited Impact	C-1 Gen Comm	SR-10	No Action*
2	20	(1) 1du/1,2,4 acres	C-1 Gen Comm	C-3 Rural Comm	No Action*
3	37	(15) Limited Impact	I-2 Med Impact Ind	RL-40	No Action*
4	38	(15) Limited Impact	I-2 Med Impact Ind	I-1 Light Ind	No Action*
5	5	(18) Mult Rural	I-2 Med Impact Ind	I-1 Light Ind	No Action*
6	48	(15) Limited Impact (1) 1 du/1,2,4 acres	I-2 Med Impact Ind	SR-4	No Action*
7	27	(1) 1 du/1,2,4 acres (13) Gen Comm	I-2 Med Impact Ind	SR-10	No Action*
8	40	(1) 1du/1,2,4 acres (13) Gen Comm	C-1 Gen Comm	SR-4	No Action*
9	15	(15) Limited Impact (18) Mult Rural	I-2 Med Impact Ind	I-1 Light Ind	No Action*
10	19	(18) Mult Rural	C-2 Rural Comm	SR-4	SR-4

* The Tecate Sponsor Group took no action on the proposed land use changes.

Note: Proposed land use changes lower traffic volumes on SR 94 by 7K and lower traffic volumes by 16K on SR 188. Land use changes improve both state highways from a level of service F to a level of service D.

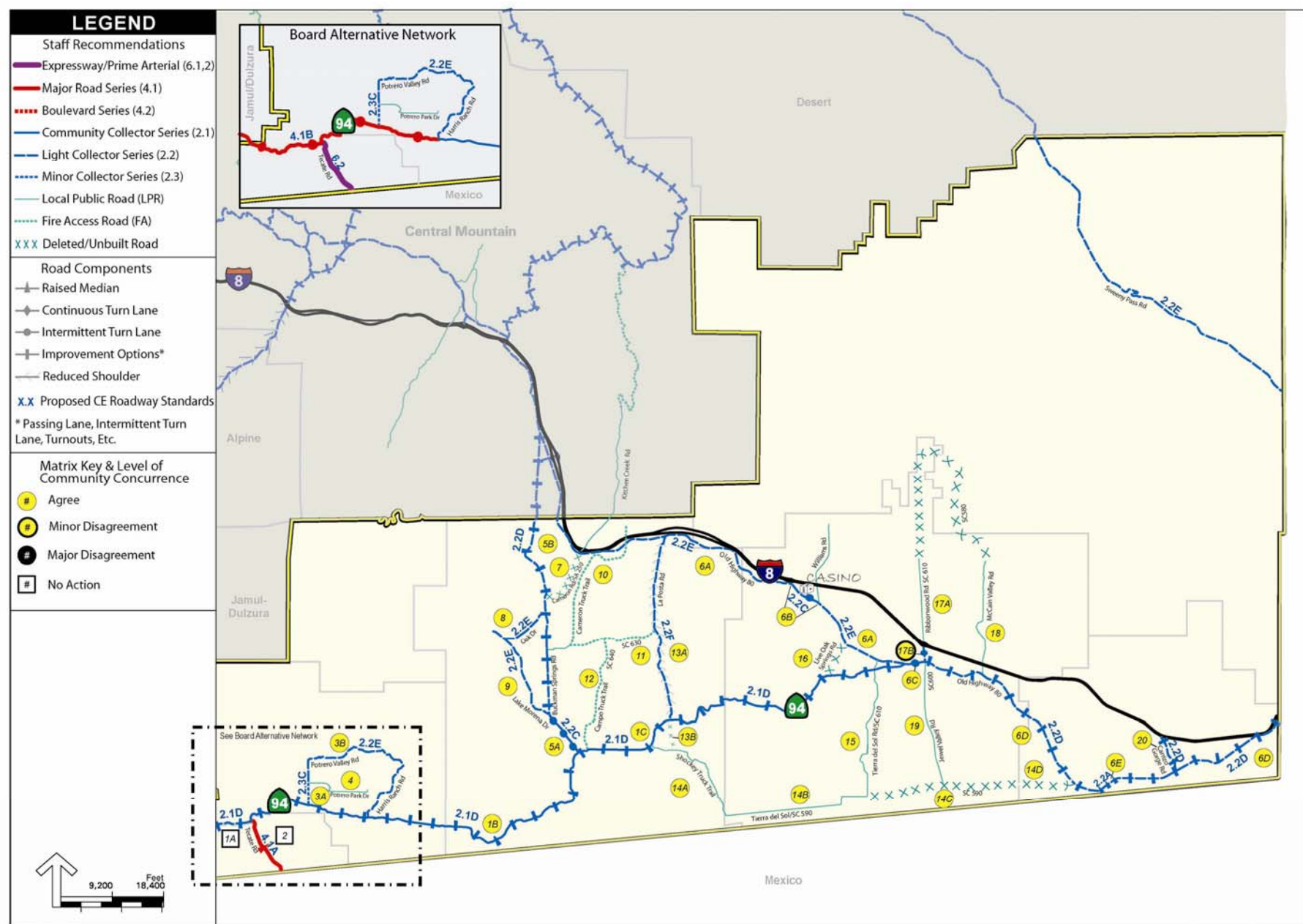


Figure MTE-1: Proposed CE Road Network

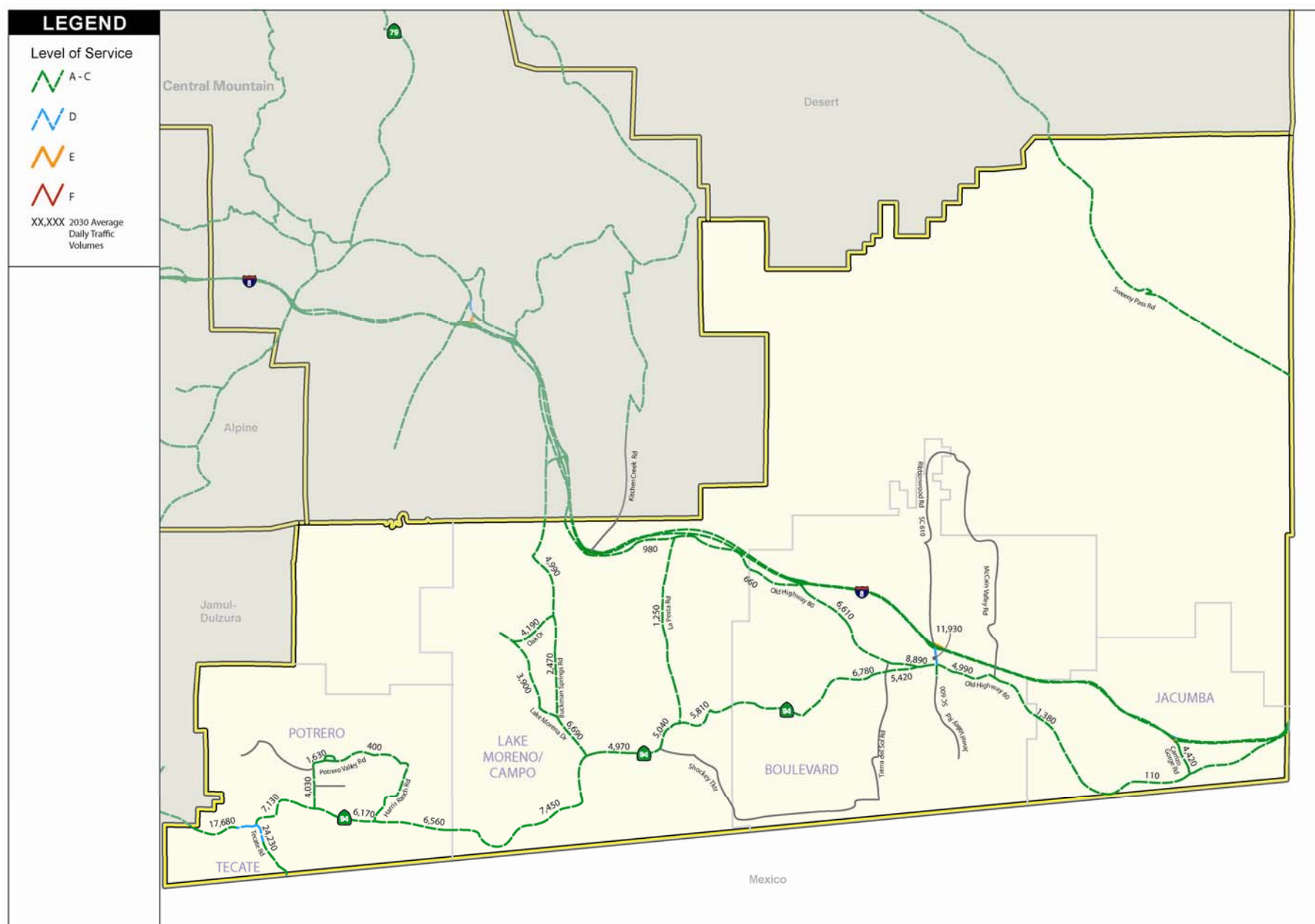


Figure MTE-2: Level of Service and Average Daily Traffic Volumes - Proposed CE Road Network

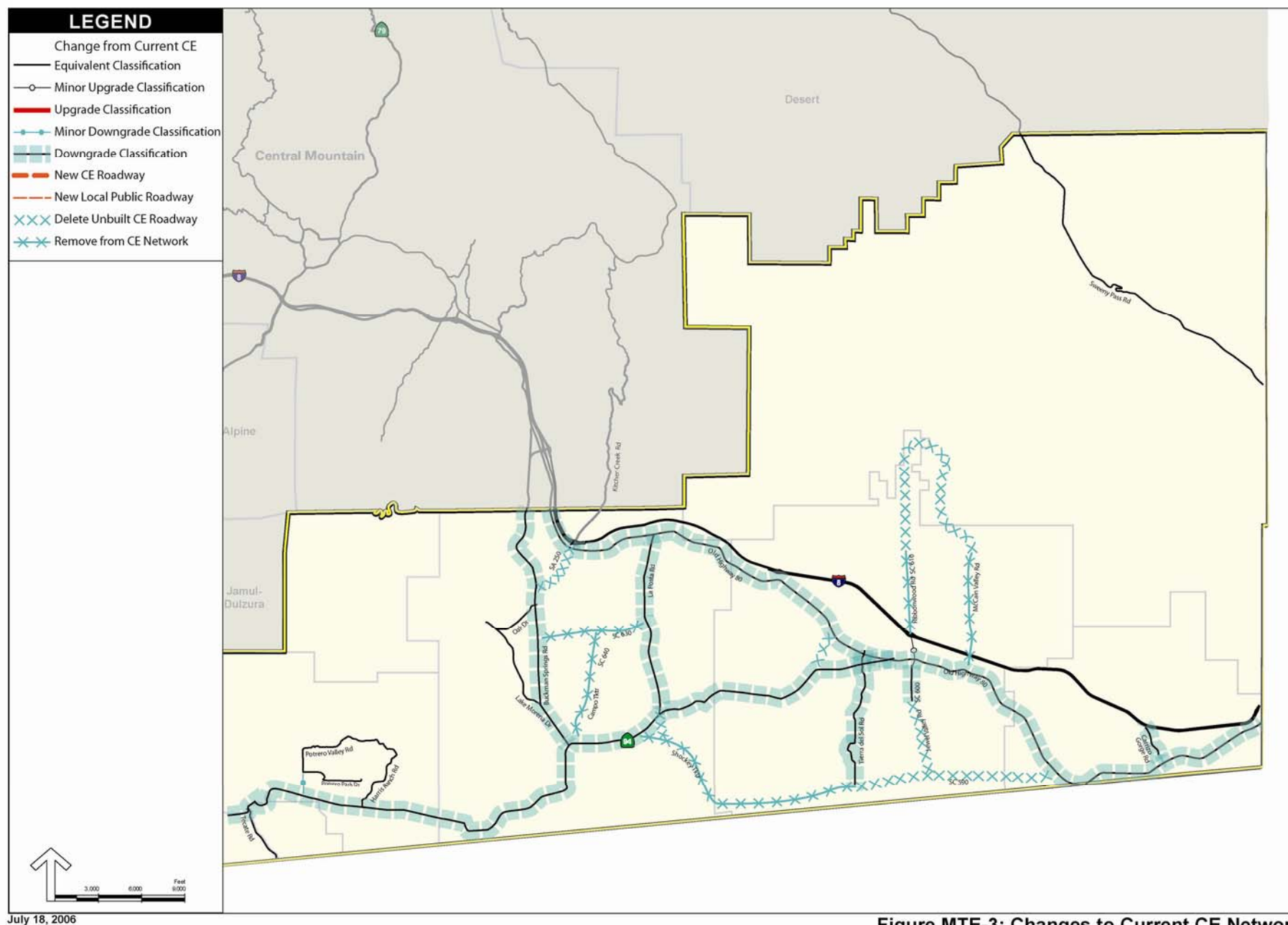


Figure MTE-3: Changes to Current CE Network

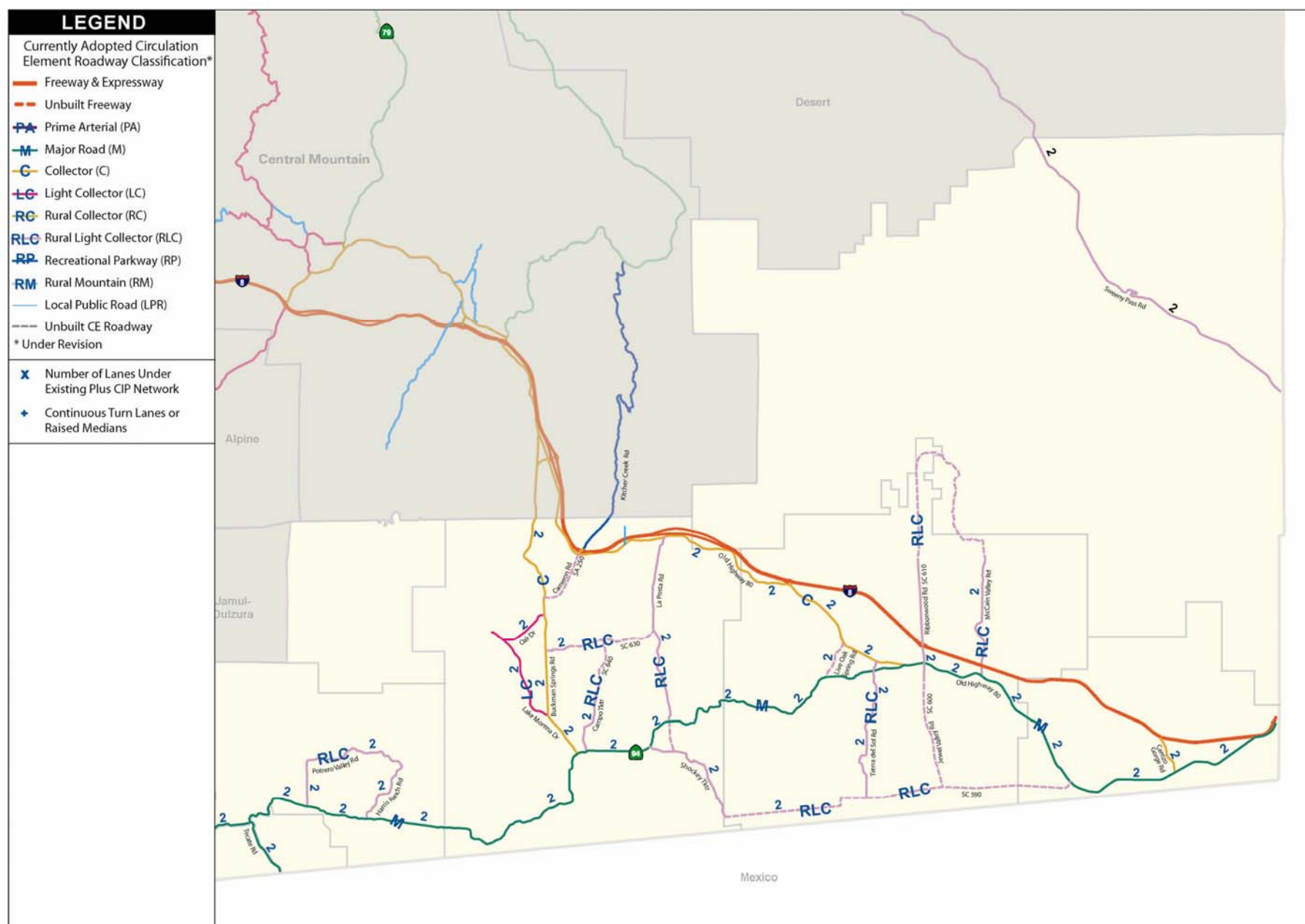


Figure MTE-4: Existing Plus CIP Network

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
1A State Route 94 <u>Segment:</u> Boundary with Jamul to State Route 188 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<i>Draft Land Use Map:</i> Downgrade Classification 2.1D Community Collector with Improvement Options (2+ lanes) <i>Land Use Modification:</i> The staff recommendation includes changes to the Tecate land use map.	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Land use changes were needed in Tecate to reduce traffic volumes on State Route 94 to an acceptable LOS. • <i>Minimize Costs</i> – See Key Issues. • <i>Minimize Environmental Impacts</i> – State Route 94 passes through a number of wildlife preserves containing sensitive species and habitats. Additionally, visual impacts would be significant. • <i>Build Community Consensus</i> – The Policy Advisory Committee recommended that CALTRANS plan State Route 94 as a two-lane road¹. <p>Note: Proposed land use changes reduced ADTs along State Route 94 by 7K.</p>
	<i>Board Alternative Map:</i> Equivalent Classification 4.1B Major Road with Intermittent Turn Lane (4+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A four-lane road will accommodate forecast traffic volumes at a level of service D or better.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
1B State Route 94 <u>Segment:</u> State Route 188 to Buckman Springs Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<i>Draft Land Use Map:</i> Downgrade Classification 2.1D Community Collector with Improvement Options (2+ lanes) <i>Land Use Modification:</i> The staff recommendation includes changes to the Tecate Draft Land Use Map.	<ul style="list-style-type: none"> • See comments for 1A.
	<i>Board Alternative Map:</i> Minor Downgrade 4.1B Major Road with Intermittent Turn Lanes (Only to Harris Ranch Road)	<ul style="list-style-type: none"> • Road Capacity - A four lane classification is needed to produce an acceptable level of service
1C State Route 94 <u>Segment:</u> Buckman Springs Road to intersection with Old Hwy 80 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	Downgrade Classification 2.1D Community Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – This road segment will operate at an acceptable level of service with the proposed classification.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
2 State Route 188 <u>Segment:</u> Entire Segment <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<i>Draft Land Use Map:</i> Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes) <i>Land Use Modification:</i> Includes changes to the Tecate Draft Land Use Map.	<ul style="list-style-type: none"> <i>Road Capacity</i> - Land use changes were needed in Tecate to improve LOS on State Route 94 from F to D. Note: Proposed Improvements are not identified in the SANDAG 2030 RTP
3A Potrero Valley / Harris Ranch Road (SC 680) <u>Segment:</u> .75 mile from State Route 94 to Potrero Park Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Light Collector Road (2 lanes)	Minor Downgrade 2.3C – Minor Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – This road segment will operate at an acceptable level of service with the proposed classification. <i>Build Community consensus</i> – The Community desires bike lanes, sidewalks and curbs & gutter included with the standard for this segment of roadway located within the Village.
3B Potrero Valley / Harris Ranch Road (SC 680) <u>Segment:</u> Potrero Park Road to SR-94 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Light Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – This road segment will operate at an acceptable level of service with the proposed classification.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
4 Remaining Paved Road in Potrero <u>Segment:</u> Entire Segments <u>Existing Condition:</u> 2 lane roads <u>Current Classification:</u> Non- CE Roads	Existing Classification Map as Local Public Roads (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Forecast traffic volumes are not sufficient to designate as a CE classification, nor do they meet the intent of CE Roads (to carry through traffic, goods and services). Also, dead end CE roads are discouraged
5A Buckman Springs Road (SF 1403) <u>Segment:</u> Village Area, State Route 94 to southern boundary with Campo Tribal Land <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2C Light Collector with Intermittent Turn Lane (2+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – This road segment will operate at an acceptable level of service with the proposed classification. <i>Appropriate Road for Land Use</i> – This classification selected to support town center planning effort
5B Buckman Springs Road (SF 1403) <u>Segment:</u> Pine Valley Boundary to southern boundary with Campo Tribal Land <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2D Light Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – This road segment will operate at an acceptable level of service with the proposed classification.
6A Old Hwy 80 (SC 1883) <u>Segment:</u> Pine Valley Boundary to intersection with State Route 94 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – This road segment will operate at an acceptable level of service with the proposed classification.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
6B Old Hwy 80 (SC 1883) <u>Segment:</u> Interstate 8 to Williams Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes) at casino	<ul style="list-style-type: none"> • <i>Road Capacity</i> – This road segment will operate at an acceptable level of service with the proposed classification.
6C Old Hwy 80 (SC 1883) <u>Segment:</u> State Route 94 to Ribbonwood Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes) to east side of CPA boundary	Downgrade Classification 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – This road segment will operate at an acceptable level of service with the proposed classification. • <i>Community Consensus</i> – The community would like to retain the existing two- lane road with turn lane.
6D Old Hwy 80 (SC 1883) <u>Segment:</u> Ribbonwood Road to Imperial County Line <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2D Light Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – This road segment will operate at an acceptable level of service with the proposed classification. • <i>Minimize cost</i> – No need to expand road to its build out capacity • <i>Community Consensus</i> – Staff recommendation is equivalent to community's preference.
6E Old Hwy 80 (SC 1883) <u>Segment:</u> Jacumba St to Laguna St <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2A Light Collector with Raised Median (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – This road segment will operate at an acceptable level of service with the proposed classification. • <i>Build Community Consensus</i> – The community would like to develop a town like atmosphere, staff recommendation is equivalent to community's preference. • <i>Support Land Use Goal</i>- Neighborhood commercial use will be supported by proposed road classification.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
7 Cameron Road (SA 250) <u>Segment:</u> Entire segment <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Rural Light Collector (2 lanes)	Delete CE Road	<ul style="list-style-type: none"> • <i>Minimize Costs</i> – Roadway not required for circulation as forecast
8 Oak Drive (SC 650) <u>Segment:</u> Entire segment <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – This road segment will operate at an acceptable level of service with the proposed classification.
9 Lake Morena Drive (SC 660) <u>Segment:</u> Entire segment <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes) <i>Note: The mapped version of Lake Morena Drive does not show actual alignment, missing “S” curve.</i>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – This road segment will operate at an acceptable level of service with the proposed classification.
10 Cameron Truck Trail <u>Segment:</u> Buckman Springs Road to Old Highway 80 <u>Existing Condition:</u> Dirt Road <u>Current Classification:</u> Rural Light Collector (2 lanes)	Remove from CE Network Identify as Fire Access Road on community plan	<ul style="list-style-type: none"> • <i>Road Capacity</i> – CE Road is not required • <i>Appropriate Road for Land Use</i> – Fire Access Road offers secondary egress during fire emergencies.
11 La Posta Truck Trail (SC 630) <u>Segment:</u> Entire segment <u>Existing Condition:</u> Dirt Road <u>Current Classification:</u> Rural Light Collector (2 lanes)	Remove from CE Network Identify as Fire Access Road on community plan	<ul style="list-style-type: none"> • See No. 10.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
12 North Campo Truck Trail (SC 640) <u>Segment:</u> Entire segment <u>Existing Condition:</u> Dirt Road <u>Current Classification:</u> Rural Light Collector (2 lanes)	Remove from CE Network Identify as Fire Access Road on community plan	<ul style="list-style-type: none"> • See No. 10.
13A La Posta Road (SC 620) <u>Segment:</u> Old Highway 80 to State Route 94 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Light Collector (2 lanes)	Downgrade Classification 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – This road segment will operate at an acceptable level of service with the proposed classification.
13B La Posta Road (SC 620) <u>Segment:</u> State Route 94 to Shockey Truck Trail <u>Existing Condition:</u> Unbuilt road <u>Current Classification:</u> Rural Light Collector (2 lanes)	Delete CE Road	<ul style="list-style-type: none"> • <i>Minimize Costs</i> – Unbuilt segment is not needed as other local roads provide more than adequate access and egress.
14A SC 590 (Shockey Truck Trail) <u>Segment:</u> Intersection with State Route 94 to Boulevard CPA boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Light Collector (2 lanes)	Remove from CE Network Local Public Road	<ul style="list-style-type: none"> • <i>Minimize Costs</i> – CE Road is not required; a local public road is sufficient to handle future traffic.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
14B SC 590 (Tierra Del Sol) <u>Segment:</u> Boulevard CPA boundary to Tierra Del Sol <u>Existing Condition:</u> Dirt road <u>Current Classification:</u> Rural Light Collector (2 lanes)	Remove from CE Network Local Public Road	<ul style="list-style-type: none"> • <i>Improve Connectivity</i> – Local Public Road is recommended to maintain local public road connection with Tierra Del Sol/ Shockey Truck Trail and neighboring community.
14C SC 590 <u>Segment:</u> Tierra Del Sol to East of Boulevard CPA boundary <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Rural Light Collector (2 lanes)	Delete CE Road	<ul style="list-style-type: none"> • <i>Build Community Consensus</i> – The community wants to remove road from CE Network and not use the corridor for public roads. • <i>Support Land Use Goal</i>– Low intensity development in a low density land use designation. • <i>Note:</i> Border patrol routes already in place
14D SC 590 <u>Segment:</u> Jacumba CPA boundary to Old Highway 80 <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Rural Light Collector (2 lanes)	Delete CE Road	<ul style="list-style-type: none"> • See 14C.
15 Tierra Del Sol (SC 610) <u>Segment:</u> Old Highway 80 to SC 590 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Light Collector (2 lanes)	Downgrade Classification Local Public Road	<ul style="list-style-type: none"> • <i>Minimize Costs</i> – Low traffic volumes do not justify a CE road.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
16 Live Oak Spring Road (SA 240) <u>Segment:</u> Entire segment <u>Existing Condition:</u> dirt road <u>Current Classification:</u> Rural Light Collector (2 lanes)	Remove from CE Network	<ul style="list-style-type: none"> • <i>Build Community Consensus</i> – Community wants to delete dirt road from CE network as it traverses through private properties.
17A Ribbonwood Road (SA 210) <u>Segment:</u> Intersection with Interstate 8 ramp to Lost Valley Road <u>Existing Condition:</u> 2 lanes, some dirt road <u>Current Classification:</u> Rural Light Collector (2 lanes)	Remove from CE Network Local Public Road, Fire Access Road at the end of County maintained road to connect to Lost Valley Road	<ul style="list-style-type: none"> • <i>Support Land Use Goal</i> – Dead End Road with Low intensity development. • <i>Improve Connectivity</i>- Fire access road needed to maintain connectivity and provide secondary egress.
17B Ribbonwood Road (SC600) <u>Segment:</u> Old Highway 80 to Interstate 8 ramp <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Light Collector (2 lanes)	Minor Upgrade 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes) <i>CPG Preference:</i> Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Minor upgrade needed for road to operate at LOS A -D; need intersection upgrade only. • <i>Note:</i> Minor disagreement; congestion was not identified during community review.
18 Mc Cain Valley Road (SC 580) <u>Segment:</u> Old Highway 80 to Lost Valley Road <u>Existing Condition:</u> 2 lanes, some dirt road <u>Current Classification:</u> Rural Light Collector (2 lanes)	Remove from CE Network Local public Road, Fire Access Road at the end of County maintained road to connect to Lost Valley Road	<ul style="list-style-type: none"> • <i>Minimize Cost</i> – CE road is not needed in this location because of low-intensity use. • <i>Improve Connectivity</i> – Fire access road needed to maintain connectivity and provide secondary egress.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
19 Jewel Valley Road <u>Segment:</u> Old Highway 80 to SC 590 <u>Existing Condition:</u> 2 lanes, some dirt road <u>Current Classification:</u> Rural Light Collector (2 lanes)	Remove from CE Network Local Public Road up to end of County maintained road	<ul style="list-style-type: none"> • See No.18.
20 Carrizo Gorge Road <u>Segment:</u> Entire Length <u>Existing Condition:</u> 2 lanes, some dirt road <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2D Light Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Road will operate at LOS A-C. • <i>Build Community Consensus</i> – Community wants to see a wide enough R.O.W. maintained to accommodate future traffic associated with new border crossing.